S.No	Name of the Party
366.	Madura coats Ltd, Bangalore
367.	Magi, New Delhi
368.	Meera & Co. New Delhi
369.	Modi Threads Ltd, New Delhi
370.	Mona Toys Indus, New Delhi
371.	Richie Rich Products, New Delhi
372.	Solo Toys, New Delhi
373.	Super Sales India, New Delhi
374.	Surendera Trading Co, New Delhi
375.	Venus Enterprises, New Delhi

[*English*]

Capacity Utilization of Shipyards

2667. SHRI HARI KISHORE SINGH: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the capacity of Shipyards in the country is not being fully utilised;

(b) if so, the details thereof and the reasons therefor; and

(c) the action taken or proposed to be taken by the Government to improve the productivity of these Shipyards.

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b). While the capacity of Goa Shipyard Limited, Goa and Garden Reach shipbuilders & Engineers Limited, Calcutta is being fully untilised, the details of capacity utilization of other Public Sector Shipyards are given below:-

1.	Hindustan Shipyard Ltd., Visakhapatnam.	32%
2.	Cochin Shipyard Ltd., Cochin	25%
3.	Hooghly Dock & Port Engineers Ltd., Calcutta.	71%
4.	Rajabagan Dockyard of Central Inland water Transport Corporation, Calcutta.	37%
5.	Mazagon Dock Limited, Bombay	60%

The reasons for low capacity utilisation of Shipyards are as follows:-

(i) Acute cash flow problem of the shipyards.

(ii) Low productivity of shipyards.

(iii) Out-dated technology followed by the shipyards.

(iv) Failure of indigenous suppliers to supply equipments in time.

(c) The following action has been taken or is proposed to be taken by the government to improve the productivity of shipyards in Public Sector:-

(i) Capital restructuring of Hindustan Shipyard Limited and Cochin Shipyard Limited.

(ii) Improve production technology of shipyards such as advance outfitting, modular construction, etc.

(iii) Augmentation of production facilities to optimise capacity utilization of shipyards.

(iv) More effective production planning and control system.

(v) Efforts to secure further orders for ships for better capacity utilization.

Effect of High lending Rates on Small Scale Industry

2668. SHRI HARI KISHORE SINGH: Will the Minister of FINANCE be pleased to state:

(a) whether the high lending rates of commercial banks have adversely affected the small scale industrial units and the building industry;

(b) if so, the details thereof; and

(c) the steps being taken or proposed to be taken by the Government for providing adequate relief to these industries?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI DALBIR SINGH): (a) and (b). The Reserve Bank of India has reported that the raising of lending rates is a measure aimed at bringing about greater financial discipline, improved productivity and control of inventory build-up. With the macro-economic imbalance in the economy, which is reflected in a large budget deficit, excess liquidity in the economy and a large balance of Payments current account deficit, it became imperative to take remedial measures to rectify the imbalance, Raising of lending rates is one such anti-inflationary measure, Since the interest rates have recently been revised with impact on SSI units 9,1991, it is a little early to asses the impact on SSI units and the building industry.

(c) In view of the above, does not arise.

Opening of new Sale Centres of NTC in Orissa

2669. SHRI K.PRADHANI: Will the Minister of TEXTILES be please to state:

(a) whether the National Textile Corporation has any proposal to open new sale centres in Orissa during the current financial year,

(b) if so, whether the NTC has made any market study in this regard; and

(c) if so, the details there of.

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRI ASHOK GEHLOT): (a) No, Sir.

(b) and (c). Do not arise.

[*Translation*]

Recovery of Excise Duty

2670. SHRI MRUTYUNJAYA NAYAK: Will the Minister of FINANCE be pleased to state:

(a) the amount of excise duty recovered during each of the last three years;

(b) the number of industrial units which have paid it voluntarily and the number of those units which made payment on the orders of the Courts;

(c) whether there are some industrial units which have not paid excise duty despite the orders of the courts;